

ECCLES STATION NEWS

SEPTEMBER 2011

The contents of this month's e issue are as follows:

News section, Bargain Fare Articles, Trip of the Month, Editorial

NEWS

The FRECCLES 'Trip of the Month' is a double offering! Two short itineraries in the Calder Valley making use of the connections at Victoria mentioned in the 'Changing Trains 7' article.

*This year's **National Heritage Open Days Weekend runs from Thursday 9th to Sunday 11th September.** As part of this weekend **FRECCLES** (along with their neighbours at **FrOPS** has organised a circular guided walk '**Caked in History**' (through Monton and Worsley) on the Saturday and Sunday. As well as the expertise of the guides participants will receive a souvenir copy of the excellent illustrated guide book. The walk is free (donations to the work of FRECCLES and FrOPS always welcome) and will start from Eccles station forecourt, just arrive a few minutes before the scheduled times which are:*

*Saturday 10th September: **Walk 1030-(approx) 1430***

*Sunday 11th September: **Walk 1230-(approx) 1630***

On that weekend, FRECCLES is also celebrating being 6!

Now on the day that you are not doing this walk (!!!!!) there will be a host of wonderful buildings open throughout the country for you to visit. Take the train to Liverpool, Manchester or Leeds to see some of these.

For fuller details of the walks and to access all the other Heritage Open Days events go to:

<https://www.heritageopendays.org.uk/directory/HOD013230E>

If you are unable to attend the walks, copies of the guide book have been left for people to collect from various local places including Ripley's Newsagents on Lower Monton Road, Leigh Road Physio Clinic in Boothstown, Ordsall Hall, Peoples' History Museum, Eccles, Winton, Worsley & Boothstown Libraries and Tourist Information outlets in Salford. If you

cannot get your hands on a copy (they are disappearing fast) then you can download it here [http://www.visitsalford.info/documents/Caked in History 2011.pdf](http://www.visitsalford.info/documents/Caked%20in%20History%202011.pdf)

The **bridges over the railway have now been replaced and are open** for public use. See the photo article later this issue.

*Freccles Station's **2010 Open Day** (with the Huskisson playlet, miniature steam train rides, plant stall, and awful weather) has been shortlisted for one of the Association of Community Rail Partnerships (ACoRP) Community Rail awards to be made this year. We shall keep you informed.*

A **Community Rail Festival** is to be held at Sheffield Station on 24th September this year. Any community rail group wishing to take part (e.g. marketing stand or exhibition) should contact Neil Bentley at the Penistone Line Partnership whose e mail address is neilbently37@btinternet.com

*Saturday and Sunday 17th and 18th of September are the **Eccles Festival days**. There will be plenty going on in the town centre and at the recreation ground. Much of the entertainment is **free** so make sure you come along. It's a good time to bring friends and relatives to Eccles especially if they come by train!!! For full details see www.ecclesfestival.colsal.org.uk*

On Saturday 17th September **ECHO** will be holding an open day at **Eccles Town Hall from 10.00 to 16.00**. Admission is free. This will be your opportunity to find out about the plans for bringing the ballroom/theatre/banqueting hall back into use. There will be a feast of entertainments throughout the day – **theatre, song, dance, etc.** Light refreshments will be available. Freccles will have a stall there. For full and up to date information see: <http://www.ecclescommunityhall.org.uk/>

*During August the overall increase of regulated rail fares was announced at 8%. **The increases will take place next January**. The formula for the next three years is RPI+3% and the August RPI figure was 5%. This is only an average increase; some fares will go up more and some less. A small number of fares may decrease as last time. **This rise is government policy**. It is to reduce the subsidy level of the railway down to about 25%*

BARGAIN FARE

It's back! Arriva Trains Wales is once again offering “club 55” cheap tickets. They cost £18 return to all destinations on its network, and are valid for one month from date of outward travel. The period of the offer is from 4th September to 14th December, and the journeys must fall in these dates.

They can be purchased at Eccles Station before you go. A £1.50 Northern add on will cover your journey to Newton Le Willows or Piccadilly to pick up an Arriva train. You must carry proof that you are 55 or older (passport, driving licence, bus pass, pension book or senior railcard). The Senior railcard gives you an additional discount of £2 on the tickets. No time limits at weekend but if you are going to Cardiff or Marylebone you can't travel to arrive there in the weekday morning rush hour. [Terms and Conditions](#).

For full details of offer and access to the network map see <http://www.arrivatrainswales.co.uk/Club55/>

Here are some possible places:

North Wales: Prestatyn, Rhyl, Colwyn Bay, Llandudno, Bangor.

Shropshire/ Herefordshire: Shrewsbury, Ludlow, Hereford.

Central Wales lines: Welshpool, Aberystwith, Macchynlleth, Barmouth, Harlech, Llandrindod Wells.

South Wales: Cardiff, Swansea, Carmarthen, Bridgend, Pembrokeshire

[Changing trains 7](#)

Manchester Victoria is a major changing point for passengers travelling from Eccles. All the weekday and Saturday trains heading east arrive here about ten or twelve minutes after departure from Eccles. The connections serve destinations which lie north of the Liverpool and Manchester line, and there are many. This month we deal with the north eastern quadrant (12 o'clock to 3 o'clock) from the station. This adds another 22 destinations that can be reached from Eccles by rail.

Firstly, the Huddersfield line:

Daytime trains from Eccles take you direct to Ashton and Stalybridge but in the evening you need to change at Victoria for Ashton*, and Stalybridge*.

Daytime and evening you can change here for Mossley*, Greenfield*, Marsden*, Slaithwaite, and **Huddersfield***. There is usually about a 30 minute wait for the connection, less in the evening. On the Freccles website you will find itineraries for pleasant days out along this route.

Secondly, the Calder Valley line:

This goes via Rochdale, through some lovely scenery, to major towns in West Yorkshire. There are frequent trains. The table below gives the stations served and the number of trains per hour from Victoria during the daytime.

DESTINATION	Departures per daytime hour	DESTINATION	Departures per daytime hour
Moston	One	Bradford	Two
Mills Hill*	One	New Pudsey	Two
Castleton	One	Bramley	Two
Rochdale*	Three	Leeds*	Three
Smithy Bridge	Two	Brighouse	One
Littleborough*	Two	Ravensthorpe	One

Walsden*	One	Dewsbury	One
Hebden Bridge*	Two	Batley	One
Mytholmroyd*	Two	Morley	One
Sowerby Bridge*	Two	Selby	One
Halifax	Two		

Selby is unfortunately the awkward one as there is almost one hour's wait at Victoria for that train because the train from Eccles is usually slowed by signals coming into Victoria – Selby has an impressive abbey church and a large market square.

At Eccles station ticket office you can ask for a journey plan to be printed off, giving you the changes and train times – don't hesitate to ask.

An asterisk* indicates that there is a trip itinerary available. See FRECCLES website or the books at the library.

More connections from Victoria next month!

JOB FINISHED.

After over 120 years of service three of Eccles' railway bridges have now been replaced. It is interesting that the old buttresses were found to be solid and tough enough to take the new spans! The two road bridges now have decks that will support 120 tonne loads (although the official limit is 40 tonnes), and are well supplied with service conduits for the future. The civil engineer in charge has given them all a traditional style even though concrete has been used.

All three are higher to make room for the electric wires (catenaries), but the two road surfaces are at much the same level as before. This is achieved with thinner decks, and use of a much stronger tarmac that needs only a thin layer. The new Chadwick's bridge is enclosed, and the road bridges have higher parapet walls in the hope of keeping foolish people away from the high voltage wires.

The project by Network Rail and Murphy was completed efficiently, on time, and contrary to some people's predictions, the sky did not fall in.

Below are a few images of the work and changes that took place.

All of the photos in this article are courtesy of J E Rayner.

The project was recorded in great photographic detail by Freccles photographer Mark Charnley who has provided the following Flickr links for those who wish to see more (or even better!) photos.

<http://www.flickr.com/photos/freccles-station/>

http://www.flickr.com/photos/patric_roft/



The old Albert Road Bridge.

It is made of parallel steel girders with longitudinal brick jack arches between them. On top of this is a thick layer of fill and tarmac. The buttresses and parapet walls are of brick.

Ominous signs! Early warning of the work to come at Albert Road.

The fill on the bridge deck contained a large number of services requiring careful work to avoid disrupting them.

In the event the bridge reopened two weeks early.



The former premises of 'Lomax the Decorators' served as the project office for the work at Albert Road



One of the large cranes in use during the weekend closures of the line.

On both road bridges the fill and jack arches were hacked out first. The cranes then lifted into place bailey bridges, and lifted out the steel girders.

Gone! View looking west from Eccles station. Both road spans removed and the bailey bridges in place to allow pedestrian traffic. Note the service conduits strapped across the bottom of the Albert Road Bailey bridge. Large concrete sills were craned on to the top of the buttresses to give extra height.



Replacing Albert Road Bridge.

The workers are standing on top of the old buttress. Note the new sill running across it. On top of this stand the new reinforced concrete girders. These are strapped to each other by transverse bars. A large number of service conduits being placed between the beams before putting on the road deck.

The engineering brick and 'fortified' parapet walls give a traditional feel to the finished job.

The large concrete capstones and coping stones make it difficult to get a grip to climb up.





Chadwick's footbridge (four bridges) - photo taken from the Monton side.

The main spans over the railway have been lifted out and a new concrete support column is in place on the Monton side of the tracks.



A forlorn section of the old main spans is waiting to be taken away on a scrap lorry. Notice the shallow base to hold a thin layer of tarmac.



The new span is in place and the concrete support column has been given a cladding of engineering brick. This is in keeping with the rest of the bridge and goes nicely with the grey paint chosen. The photo is taken from the Eccles side.



Inside the new “tube” on bridge No 46.

Known locally as ‘four bridges’ or Chadwick’s bridge. Chadwick’s was a large works on the Monton side of the line. The tube is inspired by the original bridge shape. Note the inaugural crisp packet!

An original span still forms part of the bridge. Murphy’s managed to get it painted and resurfaced as part of the work. For many years this bridge was the haunt of train spotters at busy Eccles Junction.



New panel railings on the Eccles slopes to keep people away from the line. At the other side the old railings have been repainted.

At the top of the Eccles approach slopes a flight of steps has been added to gain the height needed for the new span.



At Old Wellington Road the bridge had to be rebuilt in stages so that road access could be maintained to Lyntown Trading Estate. This required a different design.

Here you see from left the Bailey bridge, for pedestrians, a temporary bridge for road access, and on the right the new bridge under construction.

Here you can see the design of the new bridge at Old Wellington Road. Small 'T' girders, each on a metal plate, are bound together by stainless steel cables. This assembly sits on the new sills. Plenty conduits are provided. The parapets are concrete. On right is the temporary road bridge. A concrete road deck will go above the girders.



A reinforced concrete deck is secured to the tops of the girders. All that's needed now is the tarmac and pavements.

Believe it or not St Andrew's Medical Centre had to put up a notice asking patients not to complain to the receptionists as the work was nothing to do with the centre!





Councillor Lancaster cuts the ribbon

(above) at the official reopening of the Albert Road Bridge at 09.00 on Monday 1st August 2011. On his right is the project engineer and on extreme left the Murphy representative, Brendan McNeil.

Below left: Freccles gets in on the act – the official party (minus photographers of course!) (and scissors for the cutting of the ribbon supplied by FRECCLES)

TRIP OF THE MONTH

This month we recommend

Trip No 39 which is **MYTHOLMROYD – HEBDEN BRIDGE**

A small millstone grit built town in the East Pennines, a pleasant canal stroll through countryside and a wonderfully preserved railway station at Hebden Bridge make this an easy, enjoyable trip.

And we also suggest **trip No 40** which is **HEBDEN BRIDGE – TOWN**

This is a delightful, bustling, self-contained little stone town in the East Pennines. It is on flat ground, but hemmed in by very steep hills on all sides. There are pubs, cafes, restaurants, old-fashioned shops, a canal wharf and a market on Wednesdays. You'll want to come again!

They are both short easy walks on the level in a very attractive area. It makes sense to combine them on a longer day – the first takes you naturally onto the second one. The rail fare is **only £9.80 adult day return** from Eccles, and the journey takes 68 minutes. So just buy your ticket at Eccles station and off you go whenever you fancy! For the itineraries see:

<http://www.freccles.org.uk/pdf/Railway%20trips%2039.pdf>

<http://www.freccles.org.uk/pdf/Railway%20trips%2040.pdf>

EDITORIAL

STICK & CARROT.

The August outbreaks of group lawlessness in Manchester city centre and Salford included looting, vandalism, arson and violence, with worse in some cities. There is no excuse for these events. To the editor they appear to be the bitter fruit of an untrammelled individualism, and its concomitant lack of law, community and responsibility. We all lose as a result.

It is a mistake to term the outbreak as riots; they were a matter of greed, criminality and unruly intoxication. Some 60% of those involved already have criminal records, and may consider themselves above the law and outside the general community anyway.

It was heartening therefore to see the volunteer clean up brigades appear in order to help with the aftermath. Some areas acted for the security of their own neighbourhoods and businesses. In at least one area a street party followed the clean up. It is noteworthy that these teams were many times the size of the groups of opportunistic troublemakers.

Might this augur well for the future? The individual cannot exist in isolation and cannot decide on what is or is not permissible in society. Though a stronger, more effective justice system is essential, law cannot be the sole bulwark. A large part of human existence is a continuous series of transactions in a moral market place; the more good communal 'trade', the better life is for all - just as with commodity markets. Stronger communities must be part of the long term plan.

Thankfully, Eccles was spared the depredations of this outbreak, but all citizens should work together to fill communal voids (of which there are still plenty). This is why ESN is proud that FRECCLES is a small but very successful part of the growing communal spirit in our little town. We should all be proud of our local community committee and its work; proud of our neighbourhood team and police, and proud of the spontaneous groups that inspired this editorial.

Why not join freccles? It is only £5 a year and this contribution helps us to improve the gardens and tubs at the station as well as to campaign for a better station and services. To find out more about **FRECCLES** or to make contact see our **website**:

www.freccles.org.uk or e mail us at info@freccles.org.uk

